

Hudson-Oka Ferry

Why expansion is a bad idea

The Hudson-Oka ferry is a unique 3-season attraction...

- Connecting two picturesque villages on both sides of Lake of Two Mountains . . .
- with significantly higher weekend and holiday traffic . . .
- that residents have patiently supported given its special place in the community

The Hudson-Oka ferry is NOT ...

- A critical thoroughfare for the respective communities or the region
- A major conduit for traffic to/from the Laurentians
- A danger to passengers in its present form

Existing ferry setup

- The current shallow draught boat/barge setup:
 - Is well suited to the 21st century, minimizing impact on the shallow approach into Hudson, respecting the recreational traffic on the lake, and reasonably friendly on the environment
 - Is profitable and unregulated in its tariff setting
 - Is “grandfathered” as a decades-old commercial operation working in a residential neighbourhood (service would not be allowed today otherwise)
 - Can be scaled back as traffic is reduced, but cannot be scaled up beyond current four boat/barge pairs
 - Has an excellent safety record over a long period

Expansion proposal

- \$12 million (est.) in taxpayers dollars to supply 2 large self propelled ferries
- A large concrete pier projecting into the bay, potentially affecting adjacent streams with risk of regular silting and habitat destruction
- Faster, deeper draught vessels producing considerable wave action affecting the shoreline and recreational boaters
- Greater traffic volume along the town roads, particularly if ferry service ramps up as anticipated

If it's not broken, don't fix it !

The current landing footprint is a gravel ramp hugging the shore ↔ the proposed pier in Hudson is a massive concrete monolith projecting into the river

The existing channel requires light dredging every 10 years ↔ the new operation requires heavy dredging given deeper draught vessels and pier-related silting

The bay by the Willow Inn is a diverse delicate shallow marine environment ↔ the new pier and large ferry activity will have a negative impact on this ecosystem

The current boats/barges are similar in scale to other craft on the lake ↔ the proposed new vessels are HUGE in comparison to any other craft on the lake

The current traffic situation is bearable in Hudson ↔ the potential capacity increase will bring untold congestion, noise, pollution and danger to nearby intersections

The current operation is profitable to the owner and is not subsidized by gov't ↔ the proposed new boats and piers will be funded close to 100% by taxpayers

Photo annex



Sturgeon, turtles and a multitude of aquatic species inhabit the bay where the ferry docks in Hudson



The existing Hudson-Oka ferry strikes the right balance of utility and charm in its traverse of the Lake of Two Mountains



This is neither innovative, well-suited to a shallow environment nor a good use of taxpayers money